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into the conditions of the ownership of property. I say it minimises the objection. The element of uncertainty remains, but it is obvious that a contingent liability to contribute towards the cost of improvements is less of an objection than a similar liability to contribute towards the cost of improvements and compensation as well. I understand that the opinion of these recognised authorities on property has undergone considerable modification as a result of the concessions made in the matter of compensation and that in their opinion the remaining objection is not serious enough to warrant continued opposition to the proposal. In these circumstances, I do not feel justified in pressing my individual objection to the clause on this ground. I object in principle to the imposition of vague and indefinite contingent liabilities upon any property of any kind unless it can be shown to be an absolute necessity of the public welfare. I am not prepared to die. This view of the matter is now, I understand, shared by my unofficial colleagues. But though we are agreed about this we are also agreed in viewing with a certain amount of uneasiness the nature and extent of the power which the clause as it stands puts into the hands of the medical officer of health. However well assured we may feel that the present occupants of the offices upon which the responsibility rests are worthy of our unquestioned confidence, we cannot commit the community to indefinite trust in the future and I for one think, and I hope others will support me in saying, that the public would prefer to have the practical working of the clause made subject to public discussion. Publicity can be obtained for discussions upon it by reverting to the original wording of the first of the clauses which placed the initiative with the Medical Officer of Health. It was for him to represent to the Sanitary Board and for the Sanitary Board if they approved of his proposals to pass on his recommendation in writing to the Governor-in-Council. There seems to be no good reason why the Government should seek to throw a veil of secrecy over the reasons advanced by the Medical Officer of Health for the demolition of insanitary property. I am very ready to recognise the necessity that exists for many kinds of State business being conducted with the secrecy that can alone ensure despatch, but business of this sort does not seem to create any necessity for either secrecy or despatch. Of course if the Governor-in-Council had to confess his inability to carry out the recommendation of the Sanitary Board owing to the state of the local economy he might conceivably prefer the Executive Council with its closed doors as a confidential body, but I think the community have a right to be consulted in such a case. In such a case the Governor-in-Council would be able to throw the responsibility back upon the community. He would merely have to state his reasons, and to put the problem thus for the consideration of the taxpayers of the Colony: "If you think the work of demolition sufficiently urgent to justify it in imposing fresh taxation I am willing to impose fresh taxes. It is a matter for the colony to decide." This would be a public benefit inasmuch as it would saddle public criticism with the weight of the proposed increase in the burden of taxation and would be a useful means of testing the sincerity of any outcry made for drastic measures. Publicity in such matters should be encouraged. Discussion in such matters should be encouraged. And both publicity and discussion should be welcomed by the Government in all matters in which their actions are hampered by inconvenient orders from Home. If the Government are prepared to accept the suggested amendment in the spirit in which the suggestion is made it will be an earnest that the unofficial members have not been unduly confiding in agreeing to withdraw the motion for the deletion of the clause. Before withdrawing it we should like to have a statement on this point. I desire to make an advance which will honourably cover a retreat, but before moving if the ground I wish to be a sure of the amicable intentions of the Government. (Applause.)

HIS EXCELLENCY—In reply to the speech which the member for the Chamber of Commerce has just made I would say that I had proposed to alter the words "Medical Officer of Health" to the "head of the Sanitary Department." I most strongly say that the object of inserting the words "Medical Officer of Health" instead of "Sanitary Board" was not from any desire for secrecy; the desire was to avoid the possibility of friction. When representations have been made in the past by the Sanitary Board to the Governor-in-Council the meetings of the Executive Council are not public and consequently the full reasons for accepting recommendations by the Sanitary Board have not been made public. The Governor-in-Council had no desire for secrecy and as the same which will be required for resumption would appear in the estimates for the year and would have to be voted by the Council the matter would be discussed as publicly as the Council wished. If the unofficial members think this is not sufficient I should be quite willing to accept the amendment by the member for the Chamber of Commerce. But I would wish you to consider the point and mature your views as to whether sufficient publicity is not already ensured by the fact that any money required for the resumption of property must appear on the estimates for the year and be voted upon by this Council. That at any rate will dispense with the charge that the Government had any desire for secrecy.

The Hon. Mr. STEWART—May I say I did not suggest that was the intention of the new clause, to ensure secrecy, but that it had the effect of concealing what was going on from the public, and I saw no reason for that.

HIS EXCELLENCY—As you point out it would not be rushed through. The formal recom-

mendation would come to the Government from the Head of the Sanitary Department and the matter would be discussed at some length.

The Hon. Mr. STEWART—I see an advantage in giving the representatives of the public who sit on the Sanitary Board whose special province it is to deal with these matters an opportunity of expressing their views and letting the public know what is proposed to be done.

HIS EXCELLENCY—I fully see the force of your argument, but it was desired to eliminate from this Bill all possibility of friction. That was the real motive in putting in the words "the Medical Officer of Health" to make the formal recommendation to the Governor-in-Council in the first instance. If it is the unanimous wish of members that the Sanitary Board should be inserted in place of the Medical Officer of Health the Government is willing to do so.

The Hon. Mr. STEWART—Pardon me. Not instead of, but in addition to the Medical Officer of Health. We desire the initiative to come from the Medical Officer of Health. We also desire that it should be clear that the last word in the matter should be with the Governor-in-Council.

HIS EXCELLENCY—It is quite clear.

HIS EXCELLENCY read the proposed alteration: "Wherever the Board on the representation of the Medical Officer of Health is satisfied" etc., "the Governor-in-Council may direct the demolition."

The Hon. Mr. STEWART—It leaves out the provision for the statement in writing to the Governor-in-Council.

HIS EXCELLENCY—Yes. The statement in writing to the Governor-in-Council who may direct the demolition.

The Hon. Mr. HO KAI suggested that the words "and secure" be added after the word "health."

The Hon. Mr. POLLOCK—There is an amendment I want to move on the first section. It is stated that the compensation shall be paid by the Government to the owner in the event of the building being subject to a charge or mortgage to the persons having such charge or mortgage. I would like the rights of mortgages and others should be protected.

The ATTORNEY-GENERAL—The compensation shall be paid to "such persons," leaving it to the owner and those persons to arrange.

The Hon. Mr. POLLOCK—We wish to put it to whom the money should be paid.

HIS EXCELLENCY—It would be rather difficult for the Government to ascertain the various owners and mortgages.

The ATTORNEY-GENERAL pointed out that the word "owner" had a definition in the Ordinance which had a very general character indeed and added that the suggestion of Mr. Pollock might be met by leaving out the word "owner" altogether. The arbitrators would settle the compensation went to the persons legally entitled.

The Hon. Mr. POLLOCK said it was desirable that some provision should be inserted.

HIS EXCELLENCY—The Hon. Mr. STEWART said that it was a serious obligation to impose upon the Government to ascertain to whom the money was to be paid. It was safer to allow the Bill to stand as it was.

HIS EXCELLENCY—The owner will have to establish his claim before he is compensated.

HIS EXCELLENCY—Yes.

HIS EXCELLENCY—The Director of Public Works—Such matters usually pass through the Crown Solicitor who satisfies himself as to the right of the parties.

HIS EXCELLENCY—Another argument in favour of publicity.

HIS EXCELLENCY—The Government will satisfy itself through the Crown Solicitor that the money goes to the proper parties.

The ATTORNEY-GENERAL—Does the proposed amendment meet your view?

HIS EXCELLENCY—No. I think there ought to be some reference to the mortgagee or to any charge upon the property.

HIS EXCELLENCY—I don't think we can accept that responsibility. Do you wish to press it to a division?

HIS EXCELLENCY—No. On further consideration I think it would be better if the section read "compensation to be paid in respect of such buildings."

The ATTORNEY-GENERAL—The arbitrators cannot inquire into the rights of mortgagees.

The amendment was subsequently agreed to.

The Director of Public Works suggested that it would be wise to provide some elasticity so as to allow of some other remedy than pulling down every third house.

The ATTORNEY-GENERAL expressed a doubt as to such a proviso being introduced into that section which was only intended to deal with consequential works.

The COLONIAL TREASURER moved certain amendments dealing with the financial part which were accepted, and clause 44 as amended was passed.

HIS EXCELLENCY—It is proposed to repeal subsections 1 and 2 of section 83 and substitute the following:

(2) The Building Authority shall within 28 days of the submission of such plans and drawings notify the person submitting the same, or his architect or other representative, of every matter in respect of which such plans and drawings are not in accordance with the requirements of this Ordinance and of all bylaws and regulations made thereunder, and if the Building Authority does not within such period of 28 days so notify any such matter, the building or works shown in such plans and drawings may be commenced in the same manner as if the approval of the Building Authority had been received: provided that in the event of such plans and drawings having been withdrawn during such period of 28 days by the person submitting the same or his architect or other representative from the office of the Building Authority the

said period of 28 days shall be calculated from the date of the final submission of such plans and drawings.

(3) If the Building Authority shall within such period of 28 days notify the person submitting the plans and drawings or his architect or other representative of any matter in respect of which such plans and drawings are not in accordance with the requirements of this Ordinance or of any bylaw or regulation made thereunder, and if such plans and drawings shall be amended by the person submitting the same or his architect or other representative, the Building Authority shall approve or disapprove of such amendment within a period of fourteen days from the time the amended plans and drawings are deposited with him, and if he shall not signify his approval or disapproval within such period of 14 days the building or works may be commenced in the same manner as if the approval of the Building Authority had been received.

HIS EXCELLENCY—It is also proposed to insert a new sub-section, sub-section 4. It merely confirms the existing practice. It is:—(4) All plans and drawings submitted to the Building Authority and not disapproved by him under sub-section 3 shall be deposited in his office and filed there.

The other sub-sections were renumbered.

On clause 54, which deals with the question of appeal to the Governor-in-Council.

The ATTORNEY-GENERAL said he understood several amendments would be moved to that clause. The object of the clause was to make appeals to the Governor-in-Council easy, and he proposed to insert certain words extending the section and making it general. It would be desirable to add some words in order to ensure that those appeals should not go to the Governor-in-Council in cases where the matter would go before a court, as for instance the question of nuisances which the Ordinance provided should be dealt with summarily.

The ATTORNEY-GENERAL read the alterations he suggested and those were agreed to.

The Hon. Mr. HENRY BEECHLEY said that the effect of the section in giving the right of appeal to the Governor-in-Council was to constitute the Executive Council into a divisional tribunal. Parties who came before that tribunal ought to have every facility for putting their case fully before it. It was necessary that the appellant should know the respondents' case and have an opportunity of answering it before it came before the Governor-in-Council. It was also necessary that the appellant should have time to prepare his case to meet the case put forward by the respondent, and he suggested that the clause should include a proviso affording the appellant the time that is necessary and the information that is required to enable him to put his case before the Council in such a case as will enable the Council to come to a proper decision. He would move that at the end of the clause the words be added "The Clerk of Council shall give the appellant seven days' notice of the hearing of the appeal and shall at the same time furnish the appellant with copies of all minutes and documents submitted on behalf of the respondent for the consideration of the Governor-in-Council."

The ATTORNEY-GENERAL said that minute would not involve the minutes that passed between the Governor and the Council Secretary.

The Hon. Mr. HENRY BEECHLEY replied that any amendments that would be likely to influence the Governor-in-Council in his decision ought to be submitted.

The ATTORNEY-GENERAL said that minutes were privileged. He would suggest "that all information and documents submitted" should take the place of the proposed phraseology.

HIS EXCELLENCY—The Hon. Mr. HENRY BEECHLEY agreed to take out the word "minutes."

The COLONIAL SECRETARY said the Director of Public Works furnished reports in such cases. It was those reports that they wanted.

HIS EXCELLENCY said he was afraid the papers would become too voluminous.

The COLONIAL SECRETARY suggested evidence and documents.

This was agreed to.

The ATTORNEY-GENERAL said there were certain amendments which he desired to insert to the clause and there were other amendments submitted which he was not prepared to accept. Where a magistrate is asked to state a case it is stated by the judicial authority himself and it was possible that an instance might arise as to the actual point for consideration to the Full Court. The Governor-in-Council might press a certain aspect of the case which engage the attention of the Court and the Building Authority might take a different view. In view of any dispute arising out of any question on which the Court was asked for direction the Court should have an opportunity of stating a case.

HIS EXCELLENCY—The Hon. Mr. HENRY BEECHLEY said it was the intention of the Bill that when the opinion of the Court had been delivered the Governor-in-Council would act in accordance. That should be stated clearly and he would ask the Attorney-General to accept an addition to the clause giving effect to that.

HIS EXCELLENCY—The Hon. Mr. POLLOCK remarked that it seemed a curious procedure to have the opinion of the Court remitted to the Governor-in-Council.

The COLONIAL SECRETARY explained that the procedure was taken from the London Building Act. The tribunal in London consisted of three experts, who might on their own initiative when doubt arose as to a point of law take the case to the High Court or they might be compelled by the appellant to state a case for the High Court. The High Court then remits the case to the tribunal.

The ATTORNEY-GENERAL said the object was to get a decision on the subject. The words read: "The Court shall remit the matter to the Governor-in-Council with the opinion of the Court." It was perfectly obvious the Governor would act on the direction of the Court. He thought the amendment was wholly unnecessary.

HIS EXCELLENCY moved an amendment that the words "shall remit the matter to the Governor-in-Council with the opinion of the Court on the case stated" be followed by "and shall have power to enforce such determination by mandamus, injunction prohibition or other order." The object of this amendment was, he said, to give to the Full Court power not only to give an opinion on a question of law submitted to it but if necessary to enforce that order in a proper way.

After discussion the amendment was defeated on a division by seven votes to six.

On clause 54.

The Hon. Mr. HENRY BEECHLEY moved an amendment that "nothing herein contained shall exempt any person from proceeding by way of mandamus, injunction or prohibition."

The discussion was not concluded when the Council rose.

The discussion on the question of appeal and the right of action omitted from this report will be given in our issue to-morrow.

JAPANESE FINANCE.

In the first half of 1907 Japan suffered the ill effects of a violent fall in the share market, and although in the autumn there was a notable recovery, the depreciation of silver and a panic in America again brought about a depression, so that on the whole 1907 was marked for Japan by general dulness in the Money Market and in trade. In the preceding autumn the fever of enterprise had risen so high that men of judgment had begun to look askance at the state of affairs, but it was not until the middle of January, 1908, that the inevitable reaction set in, and then the effects were not confined entirely to those immediately concerned, but certain banking institutions felt the pinch, and runs took place as the outcome of "panicky" rumours, even upon banks the position of which was perfectly sound. Not a few were compelled to have recourse to the Bank of Japan for assistance, and so far as circumstances permitted relief was given to all those banks which were considered to be in a sound condition. Certain banks, however, were in May and June driven to suspend payment. It was not until the second half of the year that the attitude of strict caution on the part of the banks could be relaxed, and a more liberal policy adopted with regard to hopeful enterprises. From July onwards, however, the outlook improved step by step, and as good climatic conditions seemed to promise an excellent rice crop, and in respect both of silk and of cotton yarns there was a prospect of augmented production, there was created in the Department of foreign trade a definitely hopeful feeling.

It is true that the totals for the year showed a balance against Japan of 62,000,000 yen (over £6,000,000), but when the details are taken into account it is found that, on the side of exports, though cotton yarns, *habutai* (i.e., the fine silk so well known in the Occident), and sugar show some falling off in consequence with the depressed state of the general market—copper, coal, cotton goods, silk in general, and timber, all show increases over the previous year's figures. On the side of imports, all the materials for productive purposes—cotton, oil-seeds, iron, wool, and machinery of all sorts—without exception show appreciable increases, while on the other hand, a diminution is seen in the imports of sugar, cotton yarns, cotton and woollen stuffs, and in articles belonging to the category of consumption; so that in the excess of imports over exports there is much to inspire hope for the future; since it was in the direction of the raw material needed for manufacture that the bulk of the increase lay. The exports for 1907 were in value 286,000 "above" those for the previous year, and the imports were 27,500,000 more than those of 1906, the total growth of the foreign trade of the country in the twelve months having thus been no less than 28,434,000. That, in spite of the continued depression in the general market at home, the development of the nation's foreign trade should have proceeded with undiminished force is a fact calculated to strengthen the national confidence and industry.

The one feature to be regretted was that owing to the commercial panic the United States and the depreciation of silver, the export trade should have suffered a setback sufficient to turn the balance on the whole year so considerably in Japan's disfavour.

The cheering circumstance for Japanese is that their productive enterprises constantly show a tendency to progress, and that last year, when certain companies which had been formed for speculative purposes at a season of inflated prices on 'Change had to dissolve or suspend their operations, excellent crops of rice and silk, with correspondingly prosperous results, were being gathered in, the progress and the financial resources of the agricultural classes were increasing day by day. It was to the vicissitudes of the unseasoned companies that was due the impression formed by a large section of the public that a serious crisis had arisen in Japan's economic position; but in reality the phenomena which were then witnessed were none other than those "that are characteristic of the world over of wild share speculation and collapse, and beyond their disturbing influence on legitimate commerce for the time being, they brought on evil consequences to Japan herself. On the contrary, the list of those companies which gained intended to carry out their plans, and which made the establishment of their enterprises on a firm basis their real object, was extended to the degree that, according to investigations made by the Bank of Japan, "the capital of banks and companies which were newly formed, or which enlarged their organisations during the year under review, totalled about 252,000,000, of which the amount actually paid up seems to have aggregated over 230,000,000."

Japan's economic future depends principally on the development of her productive classes, and it is highly gratifying in the best interests of the country that under somewhat adverse circumstances that desideratum should even in a minor degree have been attained. The view taken by the British Consul at Kobe, when he declares, that the reaction visible after the recent crisis has probably brought with it a tendency to work to their fullest capacity such industrial and commercial undertakings as are already in full swing and are doing well, instead of devising numberless schemes, the success of which might certainly be deemed to be more or less problematical, is unquestionably accurate and expressive of the resolve which animates Japan's commercial men at the present time.

OPIMUM AND CHINESE SOLDIERS.

Recently a non-commissioned officer belonging to the Sixth Division of the Lunghun was found by a detective smoking opium in an hotel in the Capital. The officer was reported to General Wang Yui-kai who at once asked the Ministry of War for permission to despatch the offender. This was granted. The condemned man was carried forth to the execution ground and, when he was about to be beheaded, the whole division of troops knelt down before the General asking pardon for the officer. The soldiers stated that the officer was not addicted to the opium-smoking habit at all, and that he was only using opium as a medicine when seen by the detective. The General replied that opium-smoking was strictly prohibited among the military, and that the officer had treated the Opium Regulations with contempt, saying, so that if he should be punished, it was only what he deserved. General Wang continued that the officer was not addicted to the habit, he would be sentenced to 3,600 blows and dismissed from the service as a warning to others. The General then informed the whole body of troops that from henceforth if any soldier should be found smoking opium, he would be beheaded without fail.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Kaga Maru* (American Line) left Shanghai for this port on the 11th inst., and is expected here on the 14th inst.

The N.Y.K. str. *Yokohama Maru* (Bombay Line) left Moji for this port on the 11th inst., and is expected here on the 14th inst.

The H.A.L. str. *Scandia* left Shanghai via Foochow on the 10th inst., and may be expected here on the 15th inst.

BLACK & WHITE WHISKY, 'THE POPULAR SCOTCH.'

THIS IS WHAT THE MEDICAL "MAGAZINE" SAYS ABOUT THIS WHISKY:—
"IT IS AN EXCEPTIONALLY SAFE SPIRIT FOR ORDINARY USE."

SEE THAT YOU ARE SERVED WITH THE GENUINE ARTICLE. INSTANCES ARE KNOWN THAT OTHER SPIRITS ARE PUT INTO BLACK AND WHITE WHISKY BOTTLES AND SOLD AS

BLACK AND WHITE WHISKY.

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WINE, SPIRIT & CIGAR MERCHANTS,
12, QUEEN'S ROAD CENTRAL.
[85]

THE CRUISER "ADMIRAL MAKHAROFF."

The armoured cruiser *Admiral Makharoff* built by the Forges et Chantiers de la Méditerranée at La Seyne, has now been completed and handed over to the Russian Government. (There is more of interest about her than her mere size and shape. The principal details of the vessel are: Length 443ft., beam 57ft. 9in., draught 23ft., displacement 7,900 tons, I.H.P. 16,500, giving a speed of 21 knots; boilers, Belleville; engines, two sets of triple expansion; belt armour, 7in. to 4in.; and armament, two 12in. eight 6in., and twenty twelve pounders. She was laid down in April, 1905, and launched in May, 1906, so that her completion has been rapid, whether from the French or from the Russian point of view.)

It will be noticed that she is an almost exact reproduction of the old *Bayan*, which was built for the Russian Government by the same firm in 1898-1901. That ship now forms part of the Japanese Navy, and has been re-named *Aso*. There is, however, a new *Bayan*, also of the same dimensions, together with a third ship of the type, the *Belafida*, now under construction for the Russian Navy, both of these being in hand at St. Petersburg. It is interesting to ask why Russia should be building three ships of a type which everybody else has abandoned. Though not officially described as such they are "second class armoured cruisers." It would be important, if it were possible, to find a justification for these ships, which are not capital ships as the large armoured cruisers are, and are not scouts. The original *Bayan* was logical enough; she was built at a time when potential enemies possessed many first class cruisers of a little less size and speed, she was in fact an "improved Edgar." But nowadays the old *Edgars* and their contemporaries are all but obsolete and are not being replaced, and after some wavering on the subject—mildly in part, by the Russians—the British Admiralty has decided not to build "improved *Edgars*" but to build a larger set of smaller ships instead. "However perfect we may suppose a fighting unit, it has no reason d'être nor even any practical value, unless other similar units exist; hence proceeds the idea of naval warfare." This statement of the problem was addressed to the French Naval War College by Captain Gabriel Darrieus, the substance of whose lectures on strategy is now being published in book form.

The Japanese drew from their experience of war no reason why they should continue to construct ships of approximately similar dimensions, so that it appears to be almost certain that the Russians, in deciding to perpetuate this type, have been guided not by military reasons but merely by sentiment. Nor is this difficult to understand. "The first *Bayan*, then commanded by that able and enterprising officer Captain Witov, was the only ship of the Port Arthur Squadron which earned a good reputation. The merit lay, of course, with the captain, not with mass of material whose soul he was; but the Russians seem to have formed a very imperfect appreciation of this, and think apparently that by perpetuating the type they will ensure a reputation of the good service done by the original ship. It is very poor logic, but it is well to point it out, if only for the benefit of those people in this country who still grumble discontentedly because the Admiralty has taken its courage in both hands and has abandoned its projected "improved *Edgar*." In doing so it has done well.

CHICAGO SUICIDE CLUB.

Two women and a man have been arrested in Chicago suspected of being members of a society called "The Order of the Black Veil." It is stated that the society is practically a suicide club, and that lots were once from time to time for a member to commit suicide. To the member thus chosen a black veil, black gloves, and black stockings were sent, and the member was expected to take his or her life within a week after receiving them.

There have been six known victims (says the "Chronicle"), but the police have been unable till the present to trace existing members of the club.

The latest victim, however, was a young man named Herman de Kruyter, and his parents communicated with the police, and through correspondence that had been kept by their son exposed the persons now in custody.

Through the latter the police hope to secure other members of the club, most of whom are foreigners.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 11th at 11.55 a.m.—The barometer has fallen in S. Japan, and risen over China partly on the E. coast.
The depression is moving Eastwards to the South of Japan.
Pressure is highest over the Philippines and S. part of the China Sea.
Moderate variable winds may be expected in the Formosa Channel and fresh S. monsoon over the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood { S. winds, fresh; squally, showery.
Formosa Channel... { Variable winds, moderate.
South coast of China between Hongkong and Lamoeks... Same as No. 1.
South coast of China between Hongkong and Hainan... Same as No. 1.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Grème Charante, Lait Charmant and Special Skin Tonic and Foudre Charmante will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents

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RACHALS-AUTO

PLAYER PIANO

AT THE

ROBINSON PIANO Co., Ltd.

CHINA AND TIBET.

If China intends to consolidate her authority in Tibet we are heartily glad. Nothing could suit British policy better than for the Chinese suzerainty in Tibet to become a reality—and for China to have the power to enforce it against all assailants. But the Chinese Government have chosen a curious way of going to work. The Dalai Lama is apparently to be received with all honour in Peking. The Dalai Lama is one of the most dangerous enemies China has ever met. His pro-Russian intrigues with the Russian Czar, Dorjiev, were ostensibly directed against Great Britain. They really struck much more directly against China, for if successful they would have resulted in the declaration of a Russian Protectorate which would have provoked the bubble of Chinese suzerainty. For these intrigues the Dalai Lama was deposed by an audience at Peking have been refused. True, he may now see on "what side his bread is buttered," but his return to Lhasa, without full authority, would be the signal for trouble.

He would at once attempt to score off the other visitor to China, the Tashi Lama of Shigatse, the spiritual superior of the Dalai Lama, who was robbed of all authority by the Dalai Lama in the days which preceded the Youngusband expedition. We have sloughed off as many of our responsibilities in Tibet as we can, but we are under moral obligations to the Tashi Lama which it would be cowardice of the worst order to ignore. When the Tashi Lama came to India, to a ship at Bombay, and to pay his respects to His Royal Highness the Prince of Wales, against the desires of the Chinese Government, he virtually placed himself under the protection of Great Britain. By receiving him we accepted that obligation, and we cannot so him prejudiced. Everything depends on the treatment of the Dalai Lama, and the nature of the action which China proposes to take in Tibet to make her authority real, and important complications are suggested by the trend of events in Peking.—*Times of India*.

A SHAN SHAI MYSTERY.

The N.C. Daily News of June 4th says:—The disappearance of Mr. W. J. Harris, fourth engineer on the C.E. & M.S. "Kaiping," was reported yesterday. Mr. Harris left his ship, which was lying at Messrs. Butterfield and Swire's wharf at Pootung on Tuesday evening after dark, and in company with a cook took passage in a sampan intending to cross to the Shanghai side of the river. Nothing has been seen of the engineer since, but the cook has made a statement to the effect that when crossing the river a steamlanch was observed bearing down on them and the foreigner, apparently noticing that a collision was inevitable, jumped into the river. As the steamlanch crashed into the sampan the cook says that he scrambled on board her, but he is not able to give the name of the launch, which he says landed him on the Shanghai side well down the river. No report has been made by the steamlanch of the occurrence and even if any cry for help was heard, the presence of the cook on board should have caused the coxswain of the launch to pull up and make a search in the vicinity. Mr. Harris had just received his pay from the steamlanch and this with the other circumstances is sufficient justification for the searching inquiries that are being made by the authorities. The sampan man has not reported, and if the accident occurred as the cook states it is probable that he was drowned. The Water Police were dragging the river all day yesterday.

A man named Niedband, at Marburg, Germany, who was left a widower some years ago, married his wife's sister. She died last spring, and now he has married the mother of his two previous wives.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Code: A.B.C., 5th Rd. P.O. Box, 23. Telephone No. 12.

NEW ADVERTISEMENTS

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"BINGO MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 17th June, will be subject to rent.
No Fire Insurance has been effected.
Damaged packages must be left in the Godown for examination by the Consignee and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.
Hongkong, 10th June, 1908. 954

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"PESHAWUR,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 17th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 11th June, 1908. 1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SARDINIA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 18th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 11th June, 1908. 853



ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the SUPPLY of CARPENTERS, CARPENTERS, PLUMBERS, PAINTERS, SCRAPERS, SWEETMAKERS or LEATHER WORKERS for the period of Twelve Months commencing 1st July next, to H.M. NAVAL YARD.

Forms of Tender can be obtained at the Chief Constructor's Office, H.M. Naval Yard, Hongkong, and when filled up, should be deposited in the Tender Box at the Main Gate of the Yard not later than Noon on SATURDAY, 20th June, 1908. 952

WILL NOT REMOVE.

BY courtesy of the SECRETARY of the HONGKONG HOTEL, we will REMAIN HERE.

NOW SHOWING:

NEW SUMMER GOODS,

All Varieties, Most Reasonable Prices.

HOOSAIN-ALI & Co.,
25, Queen's Road Central,
Under Hongkong Hotel.

Hongkong, 1st June, 1908. 651

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1907. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong 26th February 1907.

NEW ADVERTISEMENT

THE TOR HOTEL LIMITED, KOBE.

A STRICTLY FIRST CLASS HOTEL.

WILL be OPENED for the reception of Guests on—

20th JUNE, 1908.

Accommodation for 200 Guests.
Large and spacious Outside Rooms only.
Telephone & Bell system.
French Chef de Cuisine.
Cold Storage.
Vintage Wines.

Extensive Gardens and Pleasure Grounds.

Magnificent View over the whole Town, the Harbour, Awaiki, the Entrance to the Island Sea, and Osaka Bay.

Tel. Add.: "Tor" Kobe. W. A. MARTIN, Manager.

INTIMATIONS

CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM This Date, and during the Absence of Mr. G. L. TOMLIN from the Colony, Mr. W. G. C. PEMBERTON has been appointed Acting Secretary to the Company.

HENRY W. SLADE,
Chairman.

Hongkong, 3rd June, 1908. 929

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

THE CERTIFICATE No. 589 for Ten Shares, numbered 23941 to 23950, standing in the Register in the name of GOR HUCK TEE, having been declared LOST, NOTICE is hereby given that unless the said Certificate is produced to the Company on or before the 15th August, 1908, a New Certificate for the said Shares will be issued, and the old Certificate will thereafter be held by the Company as Null and Void.

By Order of the Board of Directors,
A. B. ROUSE,
for the Secretary.

Hongkong, 3rd June, 1908. 925

SANTA CASA DA MISERICORDIA OF MACAO.

NOTICE.

IT IS HEREBY NOTIFIED for Public Information that at Three o'clock in the afternoon of the 30th June of the current year, before the Board of Directors of the SANTA CASA DA MISERICORDIA OF MACAO, the adjudication by PUBLIC AUCTION, will be made of the LEASE of the "BOA VISTA" HOTEL SANATORIUM for a period of THREE YEARS, commencing from the 1st July proximo to the end of June, 1911. TENDERS must be submitted in SEALED COVERS.

The conditions for bidding are as follows:—
1. Persons desirous of bidding must deposit with the Provador of the Santa Casa, before the opening of proceedings, the sum of \$250 as a Pledge of the bona fides of their offer, which sum shall be returned to all those who may not be awarded the Lease immediately after the adjudication.

2. The TENDERS, which must be in sealed covers, addressed to the Provador, must be delivered to the Board as soon as adjudication proceedings are declared opened, together with the Deposit Note.

3. Those failing to make the Deposit will not be allowed to bid, nor will their tenders be accepted.

4. The GUARANTEE, which must be given by the successful bidder, immediately after the award is made, will be the equivalent of a Deposit Note for a like value of any Bank payable to the Order of the Santa Casa; personal bond being unacceptable.

5. The UPSTAY VALUE of the Lease is THREE THOUSAND SIX HUNDRED DOLLARS per annum, corresponding to \$300 a month.

The Classes of the Agreement for Lease can be seen at the Office of the Secretary of the Santa Casa where they can be considered by intending tenders.

ANTONIO MARIA INNOCENCIO MAHER,
Secretary to the Board of Directors,
Santa Casa da Misericordia.

Dated at Macao,
Chambers of the Santa Casa da Misericordia.
26th May, 1908. 917

FOR SALE

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH,
Accountants & Auditors, &c.,
No. 5, Queen's Road Central.

Hongkong, 10th June, 1908. 853

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$95

2,000 do. ... \$35

1,500 do. ... \$25

1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMP, POSTCARD and BIRTHDAY ALBUMS, and all other Philatelic Goods.

GRACA & CO.,
Hongkong Hotel Corridor.

Hongkong, 9th May, 1908. 645

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 32 on PRAYA EAST. Approximate AREA 45,000 SQUARE FT. 999 YEARS LEASE.

For Particulars, apply to—
GEO. PENWICK & Co., Ltd.,
Hongkong, 8th June, 1908. 184

THE DIRECTORY AND CHRONICLE FOR 1908

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908. 383

THE FURNISHED FLAT on Top Floor of Messrs. DOUGLAS LAPELLE & Co.'s Office, Four Rooms with Kitchen and Bath Room.

Terms on Application to—
DOUGLAS LAPELLE & Co.,
No. 1, Douglas Street.

Hongkong, 3rd June, 1908. 926

AUCTIONS

By ORDER of the MORTGAGEE.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received Instructions to Sell by PUBLIC AUCTION

On MONDAY

the 15th day of June, 1908, at 12 o'clock Noon,

at their Auction Room, No. 8, Des Voeux Road Central, (Corner of Ice House Street),

IN ONE LOT

THE VALUABLE LEASEHOLD PROPERTY known as

INLAND LOT No. 118 with the Premises thereon known as Nos. 18, 19, 20, 21, 22, 23, 24, 25, ELGIN STREET, Nos. 50, 51 and 52, PEEL STREET and Nos. 26, 27, 28, 29, 30, 31, 32, 33 and 34 STANTON STREET.

Area 15,317 Square Feet, Crown Rent \$73.00. Particulars and Conditions of Sale may be obtained from the Vendors Solicitors, Messrs. DEACON LOOKER & DEACON, 1, Des Voeux Road Central, and also from

THE AUCTIONEERS.

Hongkong, 2nd June, 1908. 951



PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

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ESTABLISHMENT, 1, DES VOEUX ROAD CENTRAL, SUNDRY OLD AND SURPLUS

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Hongkong, 7th April, 1908. 96

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Hongkong, 10th June, 1908. 947

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THE FURNISHED FLAT on Top Floor of Messrs. DOUGLAS LAPELLE & Co.'s Office, Four Rooms with Kitchen and Bath Room.

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Hongkong, 3rd June, 1908. 926

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FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon.

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Hongkong, 1st October, 1907. 84

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2, BEACONFIELD AVE. ADE. Facing Parade Ground.

No. 1, COLLEGE GARDENS, Furnished. For 5 or 6 Months, cheap rental.

OFFICES in Bank Buildings, Top Floor. From 1st July, 1908.

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Hongkong, 6th June, 1908. 189

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Apply by letter to— "PERMANENT" Care of "Daily Press" Office.

Hongkong, 6th June, 1908. 839

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KOWLOON MARINE LOT 48, Taumati, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.

Hongkong, 18th January, 1908. 221

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12, ARBUTHNOT ROAD—6 Rooms.

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E. A. & C. E. DE CARVALHO,
14, Arbuthnot Road.

Hongkong, 25th April, 1908. 762

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OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

A HOUSE in Wang Nai Chong Road, A HOUSE in RYAN TERRACE.

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"HEATHERLEIGH," Conduit Road.

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GODOWNS in PRINCE EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the Hongkong Hotel.

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Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 1st June, 1908. 36

TO LET.

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
FROM TACOMA AND SEATTLE.

THE Steamship

"GLENLOGAN"
having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside. Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

McGREGOR BROS. & GOW,
Agents.
Hongkong, 5th June, 1908. 937

S.S. "POLYNESIEN,"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Douro" from Havre ex s.s. "Douro," from Bordeaux ex s.s. "Frederic Morel" and "Verbeekman" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 15th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th June, or they will not be recognized. All damaged packages will be examined on Monday, the 15th June, at 3 P.M.

No Fire Insurance has been effected.
P. NAJLIN,
Acting Agent.
Hongkong, 8th June, 1908. 2

AMERICAN & MANCHURIAN LINE.
NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"KARONGA,"
Captain Leslie, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company Limited, at Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 15th inst., at 3 P.M.

All claims must be presented within fifteen days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 9th June, 1908. 950

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "MONTROSE,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before the 8th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 9th June, 1908. 916

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer.

"MALTA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk into the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. China.
From Calcutta, ex s.s. Sunda.
From Persian Gulf ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 16th June, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within 5 days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 10th June, 1908. 1

INSURANCES

NORTH BRITISH AND MERICAN
TITLE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1905
£17,387,118.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0
II. FUND FUNDS... 3,886,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 27th April, 1907. 1146.

THE GLORUS INSURANCE COMPANY

OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.,
Hongkong, 13th August 1906 28

AAOEN AND MUNICH FIRE INSURANCE CO.

OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co.,
Agents.
Hongkong, 21st April, 1897. 114

THE "SUFFRAGETTE" AND

"THE INSUFFRAGABLE."

Mr. Churchill had a discomfiting experience in connection with a dinner hour gathering which he was "billed" to address at the Black-and-white Foundry, Dundee. The pitch which he had marked out for himself just outside the main gateway of the works was occupied in advance by representatives of the Women's Freedom League, with Miss Malony at their head. Their equipment consisted of an open carriage and pair with Miss Malony, who was armed with a dangerous and unimpeachable bell, on the "dickie," beside the driver, and four other ladies in the body of the vehicle. Miss Malony, who speedily collected a big audience of grimy foundry workers, declared that Mr. Churchill had insulted the Suffragists, and until he frankly apologized they would give him no peace, and so far as they could, would prevent him holding any more meetings in Dundee. Mr. Churchill, in a speech, which he delivered to the Dundee Women's Liberal Federation undoubtedly used these words: "I have seen with regret some of the most earnest advocates amongst the women of their rights to the suffrage allying themselves with the forces of drink and reaction, and carried shoulder high, as I am informed, by the rowdy elements, which are always to be found at the tail of a public-house made agitation."

These words, Miss Malony declared with vehemence, were an insult to the women of Dundee. Mr. Churchill, was a scoundrel and a slaver, and if he meant the sort of woman with which he meant to fight the election she was sorry for the spirit which would be displayed by the men who voted for him. Mr. Churchill referred to Peckham. There was no excessive drinking there, and certainly no man attempted to carry her in his arms. "Maybe you would like him to," said a man in the crowd. "No," shouted Miss Malony. "If he attempted to I should box his ears."

At this stage Mr. Churchill drew up to his motor-car, assisted by some friends and an improvised bodyguard. He fought his way through the narrow and densely-crowded street till he got in front of the women's carriage. He tried to speak from the pavement, but Miss Malony loudly changed her bell, and not a word could be uttered. By an adroit manoeuvre and with the aid of some of the crowd Mr. Churchill's chauffeur succeeded in passing the horse-drawn carriage and getting about thirty yards in front, a portion of the crowd following. But the friends of the women, seeing the horses' heads brought the carriage up to close range, and as Mr. Churchill rose from his motor-car and bared his head to speak the bell rang again. So he sat down and smoked a cigarette. Miss Malony, shouting at him, said, "Will you apologise like a man? We shall see whether the Irishwoman or Mr. Winston Churchill the Cabinet Minister, is the stronger."

"Shut up, woman, hold your tongue," roared the partisans of Mr. Churchill. "No, my friends," said Miss Malony, quietly, "I don't mean to shut up. The President of the Board of Trade in his motor-car, moved higher up the street. The Suffragists followed. For a third time the manoeuvre was repeated. At last Mr. Churchill rose, and addressing those in his immediate vicinity exclaimed, what time Miss Malony rang her bell with increasing vigour. "You observe, my friends, the respect these ladies have for the ordinary rights of free speech. Let her ring her bell if she likes. If she thinks this a serious and reasonable argument to use in Dundee let her use it. I don't care; it only saves me the trouble of making a speech. 'Go on, Winston, go on, sir,' cried his friends. 'No, gentlemen, it is impossible I can only wish you good afternoon.'"

The boisterous and serene now broke in on the pandemonium, and the Liberal candidate retired from the field pursued by the Suffragists lest he should endeavour to find a fresh pitch, but he sought instead the peaceful atmosphere of his committee room.

HOW THE KAISER LOST A WAGER
Paris, May 13.

In view of the German Emperor's forthcoming visit to Alsace, a budget of anecdotes dealing with him and Gen. Haessler, formerly Commander of the Lorraine Army Corps, is published. One of the best stories is that about a wager. One evening, after a game of cards, the Emperor chatted with a few friends, and the Minister of War ventured to say that it was impossible to capture Haessler. The Emperor, who liked to match himself against the old General, said: "I will wager that I do it on my next journey to Metz. The date that I propose shall be a date of horrors and potatoes in their jackets, with beer 'ad libitum.'"

The bet was made. The Emperor lost his wager in the following way. He commanded a Red Army, while Haessler commanded a Blue Army. A Red scout captured by Haessler told him that the Emperor meant to take him prisoner at all costs. "Then," said the old General, "in that case he is quite capable of paying no regard to the laws of strategy; he will certainly get round us."

As a matter of fact the Emperor did surround Haessler and his staff. When Haessler saw that he was surrounded, he entered an adjacent farmyard and stuffed into a wagon-load of straw, in which he managed to escape unobserved through the lines drawn around him.

by the Emperor. Then Haessler, putting himself at the head of the Red Reserves, made them advance in spite of the protestations of the General of the Division, and the Emperor found himself between two fires and taken prisoner by his own troops. Thus he lost the wager, and had to pay for a huge dinner of herring and beer.

LAUNCH OF H.M.S. "BOADICEA"

The unprotected cruiser "Boadicea" was launched at Pembroke last month, Lady Kensington performing the naming ceremony. Those present included Captain Superintendent Kingsford, Lord Kensington, Lord and Lady Heytesbury, Lieutenant-Colonel and Lady Victoria Lambton, Lady Seacroft, Lady Maxwell, Sir Charles, Lady, and Miss Phillips, Sir Albert de Roteau, Mr. W. E. and Mrs. De Winton, and the chief dockyard officials.

The band of the Wiltshire Regiment, and the Dockyard Choir rendered the music at the customary religious service, after which Mrs. Kingsford presented a bouquet to Lady Kensington. The cruiser took the water easily, and there was not the slightest hitch in the arrangements. Mr. H. Pledge, chief constructor, superintended in the dockyard and Staff Captain Moulton on board the cruiser.

Officially the ship is described as being the first of a new type, and there has been a good deal of official uncertainty as to how to describe her. When first designed she was referred to as an "improved" scout, and as a "mother ship" for destroyers; latterly, however, she has been frankly described as a third-class cruiser. There are objections to the use of the term "cruiser" as a class name, but it is at least preferable to use a name which has by use acquired a definite meaning rather than to invent a new term to describe every slightly varying type that may be proposed. This third-class cruiser then is a ship of 2,300 tons. Her length is 385ft between perpendiculars and 405ft over all; her beam is 41ft, and her draught 13ft 6in. She has Parsons steam turbines of 13,000 H.P., which will give her a speed of 23 knots. Her coal capacity at load draught is 350 tons, in addition to which she will at the same time be able to carry 100 tons of oil fuel. Her armament is not officially stated, but it is known that it will consist of 4in. guns; report has credited her with eight of these pieces, but the Navy List, which errs at times, yet is probably the letter authority, gives her only six.

It will be seen that the "Boadicea" is a ship of small fighting power, yet her advent is of importance, since she is the first fast cruiser, properly so called, undertaken for nearly four years. She belongs to the Estimates for 1907-1908, but her construction was promised some time before those Estimates were published, and she was actually laid down on the 1st of July, 1907. A comparison of her main features with those of her most recent predecessors is instructive:

	Displacement.	Armament.
Ship	Launched, 1908. 3,390. 460. 25. 6 in.	
Boadicea	1908. 2,300. 150. 25. 10 1/2 in.	
Scout	1904. 2,900. 150. 25. 10 1/2 in.	
Amethyst	1903. 3,000. 300. 23. 12 in.	

The generally recognized objection to the "Scouts" was that, as they were to be considered as cruisers at their dimensions would seem to warrant, they were under ground and deficient in radius of action. On the other hand, it would be urged, now that the "Amethyst," though carrying a fair quantity of fuel and a reasonable armament, was too slow for modern requirements. It will be seen that the gain in the "Boadicea" is devoted entirely to increasing the supply of fuel and that her armament, whether it consists of six or of eight 4in. guns, is very small for a cruiser. All modern German third-class cruisers of anything like this displacement carry ten guns of slightly greater calibre.

The hull of the "Boadicea" weighs 1,800 tons, against 1,900 tons in the "Amethyst," and this with an increase in length of 25ft., so that there is no gain in protection. A comparison of the "Boadicea" with the "Amethyst" was built for £238,524, and the "scouts" cost on an average rather less than £235,000 each, the new "Boadicea" will be estimated, cost £333,007. Things have gone far since the days of the "Apollo" class, which had a complete steel protective deck and carried an armament of two 6in. and six 4 1/2 in. guns on a displacement of 3,400 tons, and at an average cost of 217,000 per ship. But they were content with a speed of 20 knots.

The name "Boadicea" was introduced to the Navy during the Boer-Egyptian War, by a first Lord who, it was said, kept a Lombard's Classical Dictionary open on his desk and turned to it when names were needed for new ships. The first ship was a 38-gun frigate and saw plenty of hard service, though her name is not associated with any one particularly brilliant exploit. Her career, however, certainly provides an argument for the provision of a multitude of cruisers, for on two several occasions she turned up unexpectedly at a fight just in time to rob French ships of the prize of victory. The 28 of these cruises was on September 13, 1810, when the British frigates "Africa" and "Hermione" were taken by the two French frigates "Asper" and "Iphigénie," but was immediately recaptured on the arrival of the "Boadicea" and consorts. A few days later, on

Sept. 17, the French "Venus" and "Victor" took the British "Ceylon," but again the "Boadicea" turned up in time, with the "Otter" and "Staunch." The "Ceylon" was recaptured and the "Venus" taken. Such engagements as these were common in the old wars, when our cruisers were spread so thickly over important water areas that the enemy was in the majority of cases overcome by numbers. A British cruiser always steered to the sound of a gun, so that a French ship attacked by an equal force could be sure that her enemy would not very shortly be reinforced; nor could superior force which took a British ship be at all certain of taking its prize into port. These are the events which those men bear in mind who maintain that a much increased number of cruisers proper is needed. A beginning is now being made with the provision of such ships; a second of the same class is to follow the "Boadicea" on the stocks at Pembroke, and five others of somewhat larger dimensions are to be put in hand by contract during the present year.

The second "Boadicea" was a ship-rigged screw corvette of 4,140 tons, launched at Portsmouth in 1875. During her first commission, Captain F. W. Richards (now Admiral of the Fleet Sir Frederick Richards) being in command, landing parties from her took part in the Zulu War and in the first Boer War. In 1889 she was flagship of Sir E. R. Fremantle on the East India station, and as such took part in the blockade of the coast opposite Zanzibar and in the Viti Expedition of 1890.

SHIPBUILDING WAR.

A PARALYSED INDUSTRY.
In all parts of the shipbuilding area affected by the great lock-out there are gloomy forebodings of an extension of hostilities. Particularly is this the case in the Tyne districts, where business people view the prospects with feelings akin to consternation, says a recent mail paper.

The new situation was discussed by members of the Joint Board, representing the Federation of Trades Unions, the Parliamentary Committee of the Trades Union Congress, and the Labour Party, who met in private conference at the House of Commons. Four delegates were present from each body comprising the board, and at the close of the proceedings Mr. Arthur Henderson, M.P. (chairman of the Labour party), informed a Press representative that no decision had been arrived at, nor could any action at present be taken.

It was stated that further meetings were to be held meanwhile, but no statement would be issued.

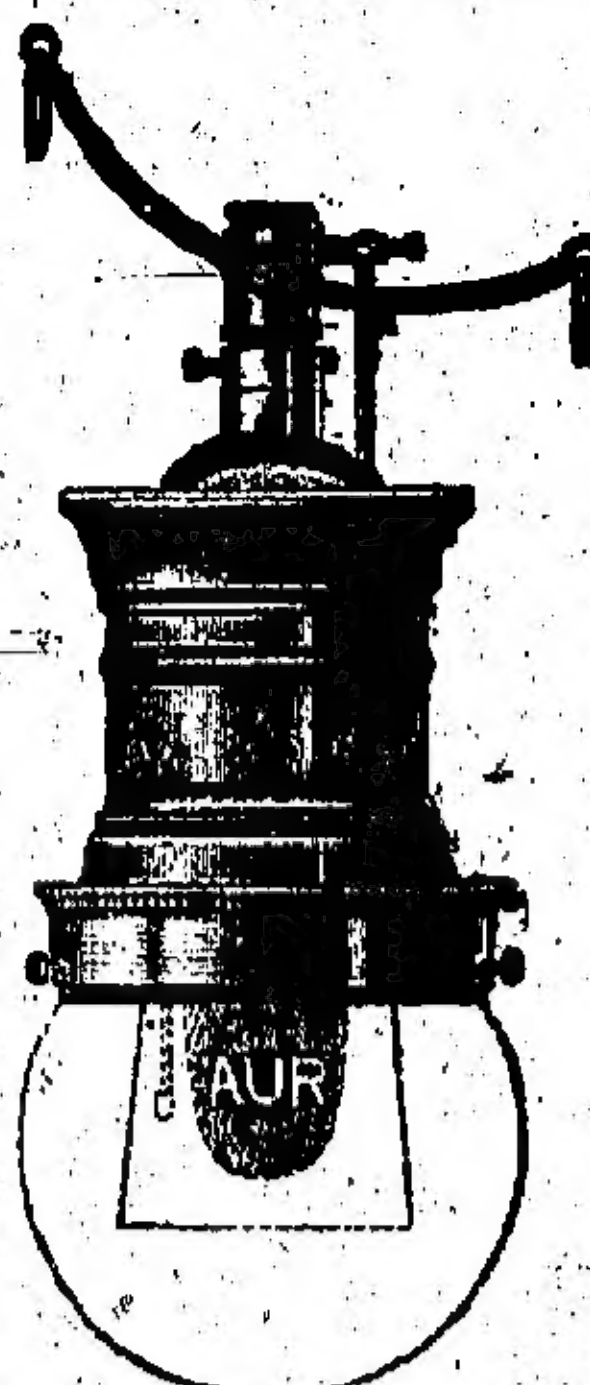
The poverty that prevails in some of the places on the North-East Coast as a direct result of the strikes of shipwrights and joiners and of engineers is unfortunately very great. In the Newcastle district shipwrights and joiners do not believe in the idea of submitting to the employers' demand although their disposition may undergo a change when it is fully realised that the masters are determined to insist upon a reduction of 1s 6d a week in wages. A shipwright expressed the opinion that the strike may go on until the Newcastle races, which take place in the last week in June.

There is some talk of further intervention by the Board of Trade. The shipbuilding employers do not seem to favour outside interference, and people are asking what the Board of Trade is likely to accomplish at this juncture, having regard to the unconditional demand made by the masters. The time is opportune, it is urged, for another ballot of the whole of the men on the straight issue of acceptance or rejection. If the vote went in favour of the position taken by the North-East Coast men then it would be fitting for the Board of Trade to try and bring about a compromise. If, on the other hand, there was a majority for the reduction, the dispute would in all probability terminate.

The allowances to the 15,000 men connected with the striking trades will be a heavy drain on the societies, and the General Federation of Laborers, which is a substantial contributor, is beginning to feel the burden very severely. But the temper of the men is such that, as long as the funds are tolerably good, they may, as some of the strikers have remarked, "fight to the bitter end." The shipbuilding trade of the United Kingdom is admittedly bad. Acute distress prevails in almost every district where the industry is carried on, and the stoppage on a wholesale of the wood-working operatives will materially increase the hardship of the strikers, following as it did a fairly-falling market, from which it will take months to recover even were the strike to end within the next few weeks. It is apparent that nothing can save this year from being one of the worst experienced in the history of British shipbuilding. Statistics were recently published in The Daily Telegraph showing the falling-off in tonnage of ships building on the Clyde and the Tyne. The latest figures to hand show an enormous decrease on the Wear. In April there were only four vessels put into the water from Sunderland yards, and eleven for the first four months of the year, with an aggregate tonnage of 22,345, as against thirty-two vessels and 107,200 tons for the corresponding period of last year. In fact of these returns there need be little surprise at the frequency of unemployed demonstrations in the Wearside borough.

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The Welsbach guaranteed Gas burners, with Mantles of Welsbach Manufacture and Welsbach Artist's Fittings, make Welsbach not only the lightest but most beautiful of all lights.



THE WONDERFUL WELSBACK KERN BURNER No. 3, will give you a 75 candle power light at a lower gas consumption than any other burner in the world.

THE MANTLES to use with it are Welsbach "C" or "CX." The light standard of these Welsbach-made Mantles is lightest, and the fabric is strongest—There are no Mantles so good as Welsbach.

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NOTICE



PUBLIC ATTENTION is drawn to the fact that at the present time many brands of CONDENSED MILK are being offered for sale bearing labels so nearly representing that of the original "EAGLE" brand Milk manufactured solely by BORDEN'S CONDENSED MILK CO. of New York, as are calculated to deceive the purchasers of the real article.

As an additional protection, all purchasers of BORDEN'S "EAGLE" BRAND MILK are requested to note that every tin of same bears the signature of GAIL BORDEN, the original manufacturer, on the label. BORDEN'S "EAGLE" BRAND MILK has the enviable reputation of being the milk par excellence and without a rival in point of view of quality and purity.

Owing to BORDEN'S special and exclusive process of manufacture both their "EAGLE" and "GOLD SEAL" Brands are specially recommended for use in tropical climates, they being guaranteed to keep better than any other Condensed Milk offered to the public.

For BORDEN'S CONDENSED MILK CO.,
CONNELL BROS. COMPANY,
Sole Representatives in Hongkong.

Hongkong, 25th May, 1908. 889

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HUNGARY'S PROMINENT APERIENT WATER

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SCOTCH WHISKY.

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BAMBOO BLINDS, MATTINGS
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All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL,
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Hongkong, 29th February, 1908. 401

THE SURE CURE FOR INDIGESTION

AND ALL STOMACH TROUBLES

It is dangerous to neglect the early signs of stomach and liver disorders. If you would be well you must keep these organs healthy by correcting every symptom of digestive weakness, on its first appearance. Mother Seigel's Syrup is the sure remedy; it restores health and activity to the affected organs, and so puts an end to indigestion, and all the ills that grow out of it. It has cured thousands in all parts of the world. Why not let it cure you also? It will do so if you will but give it a fair trial.

MOTHER SEIGEL'S SYRUP

Mother Seigel's Syrup is now also prepared in TABLET FORM and sold under the name of Mother Seigel's Syrup Tablets. Price 2/6—one size only.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, SARDINIA	About 12th June	Freight and Passage.
LONDON via USUAL PORTS DELHI	Noon, 13th June	See Special of C.A.L.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSHALLS	CANDIA	About 14th June	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSHALLS	PALERMO	About 23rd June	Freight only.

For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 5th June, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HUIHOW and HAIPHONG	"HUFEH"	On 12th June, 9 A.M.
SHANGHAI	"NANCHANG"	On 13th June, 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TSINAN"	On 15th June, 4 P.M.
NEW ZEALAND and PERTH	"KAIFONG"	On 16th June, 4 P.M.
MANILA and LILLOE	"TEAN"	On 16th June, 4 P.M.
CHEFOO and TIENTSIN	"HUGHOW"	On 17th June, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 12th June 1908.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"TAISANG"	Friday, 12th June, Noon.
SHANGHAI	"WAISHING"	Sunday, 14th June, D'Night.
SHANGHAI	"HANGSANG"	Wed'day, 17th June, Noon.
SANDAKAN	"MAUSANG"	Wed'day, 17th June, 4 P.M.
MANILA	"LOONGSANG"	Friday, 19th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Tuesday, 23rd June, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wed'day, 24th June, Noon.
MANILA	"YUENSANG"	Friday, 26th June, 4 P.M.

RETURN TOURS TO JAPAN, OCCUPYING 24 DAYS.

The steamers "KUSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Umak, Jesselton and Labuan.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chiao, Tientsin and Newchwang.

Telephone No. 81
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.
Hongkong, 12th June, 1908.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.	
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.	
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.	
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.	
NEXT SAILINGS FROM HONGKONG:	
OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA 20th June	FOR LIEBOW, HAVRE, BREMEN & HAMBURG: S.S. SCANDIA 15th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ISTRIA 20th June	FOR GENOA AND OR MARSEILLES & HAMBURG: S.S. HELLAS 15th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA 26th June	FOR ANTWERP, ROTTERDAM, BREMEN & HAMBURG: S.S. BRISGAVIA 23rd June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA 8th July	FOR HAVRE & HAMBURG: S.S. DORTMUND 12th July
	S.S. ISTRIA 26th July
	S.S. SAXONIA 29th Aug.

Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 11th June, 1908.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ HEINRICH"	Wed'day, 17th June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOEBEN"	About Wed'day, 17th June.
MANILA, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY & MELBOURNE	"MANILA"	Thursday, 18th June, at 5 P.M.
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	About Friday, 26th June.
KUDAT & SANDAKAN	"BORNEO"	End of June.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELOERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 5th June, 1908.

HONGKONG-MANILA. HONGKONG-MANILA SHIP COMPANY, LIMITED.

STEAMSHIP	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	R. Rodger	Manila	On 18th June, Noon.
RUBI	R. W. Almond	Manila	On 20th June, Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 8th June, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.			
THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMPERESS LINE" Saving 5 to 10 days Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.			
PROPOSED SAILINGS.	(Subject to Alteration).	LEAVE HONGKONG.	ARRIVE VANCOUVER.
R.M.S. "EMPERESS OF INDIA" 6,000 tons	SATURDAY, 18th June	4th July
"LENNOX" 3,700 "	THURSDAY, 18th June	17th July
"EMPERESS OF JAPAN" 6,000 "	SATURDAY, 4th July	25th July
"MONTEAGLE" 6,183 "	SATURDAY, 11th July	4th Aug.
"EMPERESS OF CHINA" 6,000 "	SATURDAY, 25th July	15th Aug.
"GLENFARG" 3,700 "	SATURDAY, 8th Aug.	6th Sept.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the C.P. NEW ZALAND "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10

Intermediate on Steamers " 240. " 242.

and let Class Railways " 240. " 242.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL AROUND THE WORLD LINE.	
TWAED via SUZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Changhai, (Peking, Tientsin), Kobe, Yokohama, Genoa, to Hongkong in 30 Days.	NAIPLES to HONGKONG in 29 Days.
Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.	
TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.	
CONNECTING WITH CANADIAN PACIFIC RAILWAY	
Freight to Overland	via Vancouver
Passengers to Overland and Europe	via Vancouver
YOKOHAMA to VANCOUVER	13 Days
YOKOHAMA to LONDON and PARIS	25 Days
HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.	

PROPOSED SAILINGS:

AMIRAL EKELMANS 25th July	MAITE	12th Oct.
QUESSANT	CEYLAN	26th Nov.
	CORSE	11th Jan. 09

No Passengers. Intermediate Class and Rates of Passage.

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—
P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.
Hongkong, 4th June, 1908.

OSAKA SHOSEN KAISHA. REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

FOR	THE CO.'S S.S.	LEAVING
TAMUI via SWATOW	"JOSHIN MARU" Capt. H. S. SMITH	SUNDAY, 14th June, at 9 A.M.
TAKAO (Direct)	"SHOSEU MARU" Capt. ICHII	TUESDAY, 16th June, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"BUJUN MARU" Capt. M. NEMOTO	TUESDAY, 16th June, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Ample, Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 11th June, 1908. T. ARIMA, Manager.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VIGUE ROAD, HONGKONG.

Japan Office:—
14, WATER STREET, YOKOHAMA.

JAVA-CHINA-JAPAN LIJN REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of June	JAPAN	Second half of June
TJIKINI	JAPAN	Second half of June	JAVA	Second half of June
TJILATJAP	SHANGHAI	Second half of June	JAVA	Second half of June
TJIMAH	JAVA	Second half of June	SHANGHAI	Second half of June
TJILIWONG	JAVA	Second half of June	JAPAN	Second half of June
TJIPANAS	JAVA	First half of July	SHANGHAI	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.
York Buildings, 1st Floor.
Hongkong, 11th June, 1908.

SHIPPING IN PORT.

STEAMERS.	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
AMIRAL DE BROUWENT, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.				
ARABIA, German str., 2,867, C. Neumann, 7th June—Portland 29th April, Flour and Lumber—Portland Asiatic S.S. Co.				
BIRGO MARU, Japanese str., 3,873, A. Christensen, 10th June—Antwerp via London 26th April, and Singapore 5th June, General—Nippon Yusen Kaisha.				
CAMERI, British str., 2,903, P. Gibson, 6th June—Kochin 1st June, Coal—Mitsui Bussan Kaisha.				
CARL DREIERHOLSEN, German str., 774, T. Kayser, 8th June—Haiphong and Hoibow 5th June, General—Jensen & Co.				
CHANGCHOW, British str., 1,203, Puckett, 2nd June—Wuhu and Chinkiang 29th May, General—Butterfield & Swire.				
CHILPA, Norwegian str., 1,102, H. Nielsen, 2d June—Bangkok 27th May, General—Butterfield & Swire.				
COUZTIN, British str., 4,897, John Wiseman, 25th June—Moji 20th May, Coal—Mitsui Bussan Kaisha.				
DAGHT, Norwegian str., 940, O. Abrahamson, 7th June—Daly 31st May, General—Aagaard, Thorsen & Co.				
DEUFAR, Norwegian str., 1,102, J. Bing, 25th May—Bangkok 13th May, Rice—Butterfield & Swire.				
EMPERESS OF INDIA, British str., 6,000, E. Beetham, 4th June—Vancouver 13th May, Mails and General—G. F. R. Co.				
FABUSAR, British str., 1,410, H. S. Martin, 7th June—Saigon 2nd June, Rice—Jardine, Matheson & Co.				
GLENBARR, British str., 2,835, W. J. Houghton, 1st June—Haiphong via Shanghai 7th June, Sulphur—Mitsui Bussan Kaisha.				
HAICHING, British str., 1,267, W. C. Passmore, 10th June—Coast Ports 9th June, General—Douglas, Laiprak & Co.				
HAIPHONG, French str., 500, Pomfret, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.				
HONGKONG, German str., 1,276, H. Necker, 29th May—Saigon 24th May, Rice—Sander, Weiler & Co.				
HONGKONG, British str., 2,346, A. G. Smith, 28th May—Haiphong 28th May, Coal—Jardine, Matheson & Co.				
HONGKONG, French str., 840, A. Cornelissen, 8th June—Haiphong June 5th, and Hoibow 7th, General—A. R. Marty.				
HONGKONG, British str., 2,555, R. S. Bainbridge, 10th June—Singapore 4th June, General—Chissie.				
HUPR, British str., 1,205, G. J. Spink, 9th June—Sawtor 8th June, General—Butterfield & Swire.				
JACOB DREIERHOLSEN, German str., 630, A. Hansen, 10th June—Haiphong and Hoibow 8th June, Rice—Jensen & Co.				
JOHN MARU, Japanese str., 702, H. S. Smith, 10th June—Tamsui via Amoy and Swatow 9th June, General—Osaka Sosen Kaisha.				
KARONGA, British str., 2,932, E. Lealie, 9th June—New York 21st April, via Singapore 3rd June, General—Shewan, Tomes & Co.				
KIANCHING, Chinese str., 1,004, Broaden, 3rd June—Shanghai 30th May, General—Chissie.				
KITO MARU, Japanese str., 1,448, I. Hirai, 9th June—Bangkok 1st June, Teak—Mitsui Bussan Kaisha.				
KNIEBERG, German str., 646, D. Heuk, 31st May—K. C. Wan 30th May, General—Jensen & Co.				
KORRA, American str., 5,651, Andrew Dixon, 4th June—San Francisco via Ports 9th May, General—Pacific Mail S.S. Co.				
LENNOX, British str., 2,381, F. McNair, 5th June—Vancouver 5th May, via Japan ports 25th May—Saigon 2nd June, General—Canadian Pacific Railway Co.				
LOCKSM, German str., 1,020, W. Tauber, 9th June—Bangkok 3d June, R's and Wood—Butterfield & Swire.				
LOYAL, German str., 1,237, Fr. Natius, 25th May—Cowie 18th May, Coal—Sander, Weiler & Co.				
MANILA, German str., 1,108, J. Minsan, 30th May—Sydney 5th May, General—Melchers & Co.				
MARIE, German str., 1,169, P. E. Christianson, 25th May—Saigon 20th April, Ballast—China Commercial Steamship Co.				
MAUSANG, British str., 1,644, Weigall, 7th June—Sandakan 2nd June, Timber and General—Jardine, Matheson & Co.				
MEEPOO, Chinese str., 1,339, J. M. Arthur, 8th June—Shanghai 4th June—General—Chissie.				
NANCHANG, British str., 1,228, W. J. Miller, 7th June—Chefoo 1st June, Beans—Butterfield & Swire.				
NEIDER, Dutch str., 1,456, Wester, 13th May—Saigon 20th April, Kueing & Co.				
PHILO, German str., 476, V. Ehtwell, 27th May—Saigon 22nd May, Rice—Hamburg—America Linie.				
PETCHABURI, German str., 2,190, C. Wolf, 7th June—Kohsichang 31st May, Rice, Meal and Wood—Butterfield & Swire.				
PITSANULOK, German str., 1,200, T. Heynag, 25th May—Bangkok May 17th, via Swatow 24th, Rice and Timber—Butterfield & Swire.				
POWELL, British str., 1,050, Turner, 29th May—Salina Cruz 24th April, Ballast—Chissie.				
PROMETHEUS, Nor. str., 1,024, O. Kornelissen, 4th June—Bangkok 28th May, Rice—Butterfield & Swire.				
PROTEUS, Norwegian str., 1,024, C. Moller, 9th June—Bangkok 9th May, Rice—Aagaard, Thorsen & Co.				
RAGNAR, Norwegian str., 1,320, Angensen, 5th June—Bangkok 29th May, Timber—Wolton & Co.				

NATAL LINE OF STEAMERS

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED
General Agents for China and Japan
Hongkong, 4th August 1898.

MITSU BISHI GOSH KAISHA (MITSU BISHI CO.) COAL DEPARTMENT MARUNO-UCHI, TOKYO.

Cable Address: "IWASAKI," which applies to all Branch Offices.

AI, ABC 5th Ed. Western Union Codes used.

All Letters to be addressed to:
MANAGER, MITSU BISHI CO.

BRANCH OFFICES:—
NAGASAKI, MOJI, KOBE, KATSU
SHANGHAI, HONGKONG, & HANKOW.

AGENTS:—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GRABING & Co.
MANILA: Messrs. MACDONALD & Co.
SOLE PROPRIETORS of Takashima, Ochi, Namatsu, Shinow, and Hojo Collieries and
Sole Agents for MIYAO and KISHIDA COALS.

Y. SHIBUYA, Acting Manager,
No. 2 Pedder Street, Hongkong.



RIGAUD'S
KANANGA
OF JAPAN
TOILET WATER

Beware
of Imitations.

RIGAUD & Co
PARIS

POST OFFICE NOTICE

FOR	FROM	DATE
Holchow and Haiphong	Hupoh	Friday, 12th, 8.00 A.M.
Taku, Moji, Kobe and Yokohama	Peking	Friday, 12th, 9.00 A.M.
Haiphong	Solstad	Friday, 12th, 9.00 A.M.
Swatow and Shanghai	Taiyang	Friday, 12th, 10.00 A.M.
Manila, Thursday Island, Coktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Yasuda Maru	Friday, 12th, 11.00 A.M.
Bangkok, Amoy and Foochow	Pitavaluk	Friday, 12th, NOON.
Macao and Yokohama	Haiting	Friday, 12th, 1.00 P.M.
Haiphong	Sui Tai	Friday, 12th, 1.15 P.M.
Shanghai, Moji, Kobe and Yokohama	Sui Tai	Friday, 12th, 3.00 P.M.
Bangkok	Jacob Dederichsen	Friday, 12th, 5.00 P.M.
Manila	Sardinia	Friday, 12th, 5.00 P.M.
Mukpo & India via Taidorin	Protess	Saturday, 13th, 10.00 A.M.
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)	Zafiro	Saturday, 13th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail)		
(Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
(The Parcel mail will be closed to-day)		
Manila		
Shanghai		
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Empress of India	Saturday, 13th, 1.15 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail)		
(Extra Postage 10 cents)		
Manila, Kobe, Yokohama and Portland	Nicomedia	Saturday, 13th, 3.00 P.M.
Shanghai	Waishing	Saturday, 13th, 5.00 P.M.
Swatow, Amoy and Tamsui	Joshin Maru	Saturday, 13th, 5.00 P.M.
Manila	Tenue	Sunday, 14th, 9.00 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Coktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Tsinan	Monday, 15th, 3.00 P.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar	Tyikina	Monday, 15th, 4.00 P.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, KOKOHAMA, HONOLULU and SAN FRANCISCO	Korea	Tuesday, 16th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail)		
(Extra Postage 10 cents)		
Cebu and Iloilo	Kaifong	Tuesday, 16th, 3.00 P.M.
Manila	Lean	Tuesday, 16th, 3.00 P.M.
Shanghai	Hangang	Wednesday, 17th, 10.00 A.M.
EUROPE, & INDIA VIA TAIKORIN	Prins Heinrich	Wednesday, 17th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Chafco and Tientsin	Hutchins	Wednesday, 17th, 3.00 P.M.
Sandakan	Mansang	Wednesday, 17th, 3.00 P.M.
Keelung, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Lennox	Thursday, 18th, 11.00 A.M.
Manila, Friedrich Wilhelmstrasse, Singapore, Hongkong, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Manila	Thursday, 18th, 4.00 P.M.
Manila	Loongang	Friday, 19th, 3.00 P.M.
Shanghai, Yokohama, Kobe and Moji	Eubi	Saturday, 20th, 11.00 A.M.
Singapore, Penang and Calcutta	Namsang	Tuesday, 23rd, 10.00 A.M.
	Pookang	Wednesday, 24th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO	America Maru	Friday, 26th, 3.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail)		
(Extra Postage 10 cents)		
Manila	Yusanang	Friday, 26th, 3.00 P.M.

Mail for "Canton," "Swatow" and "Samsat" will be closed on week-day at 7.30 A.M. and at 8 p.m. until further notice.

A Mail for Macao is despatched per s.s. Sui An on week-days 7.15 A.M. on Sundays the mail for Macao is closed at 8 A.M.

Mails for Namsat and Swatow are closed every week-day at 6 p.m. On Sundays the mails are closed at 5 p.m.

No mails are despatched to these places on Saturday evenings, unless previously notified.

Money Letters.—The Post Office declines responsibility for unregistered letters containing bank notes or jewellery, and where registration has been neglected with such no responsibility is assumed for loss of such (Postal Guide 121).

Local Deliveries.—Separate boxes have been provided for posting correspondence for the Town, Kowloon, and the Peak. The boxes are under the window at the East end of the Yenchai in Queen's Road.

Registered Mail.—Correspondence can be registered for mail to Europe, Canada, and America up to one hour before the time of closing. With a late fee of 10 cents, registered articles for despatch by these packets will be accepted up to a quarter of an hour before the time of closing that ordinary mail; Registered mails to Shanghai, Japan, Straits, and India, Manila and Australia by other mail; than contract packets close half an hour before the ordinary mail, and to the coast ports up to a quarter of an hour before the ordinary mails.

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H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

Hongkong, 1st June, 1903.

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RELIANCE CROWN
TARPAULING

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Sole Agents

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EXTRA COPIES of Daily Press are on sale daily at the following stores—
KOWLOON BOOK STALL, Berry Wharf.
Messrs. H. RUTTONJEE & SONS, Kowloon Store No. 36, Elgin Road.
Messrs. HUNG CHONG, Elgin Road.
Mr. AH YAU, Hongkong Ferry Wharf Stall.

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

June 11th	
ON LONDON—	Telegraphic Transfer 1.91
Bank Bills, on demand 1.91	
Bank Bills, at 30 days sight 1.91	
Bank Bills, at 4 months sight 1.91	
Credit, at 4 months sight 1.91	
Documentary Bills 4 months sight 1.91	
ON PARIS—	Bank Bills, on demand 225
Credit, at 4 months sight 230	
ON GERMANY—	on demand 183
ON NEW YORK—	Bank Bills, on demand 431
Credit, at 30 days sight 435	
ON BOMBAY—	Telegraphic Transfer 135
Bank, on demand 136	
ON CALCUTTA—	Telegraphic Transfer 135
Bank, on demand 136	
ON SHANGHAI—	Bank, at sight 74
Private, 30 days sight 75	
ON KOWLOON—	On demand—Paoes 83
ON SINGAPORE—	On demand—Paoes 77
ON BATAVIA—	On demand 103
ON HAIPHONG—	On demand 84 p.c. pm.
ON SAIGON—	On demand 84 p.c. pm.
ON BANGKOK—	On demand 84 p.c. pm.
SOVEREIGNS, Bank's Buying Rate, \$10.95	
GOLD LAMP, 100 fine, per tael, \$57.60	
SILVER, per oz, \$24	

OPUM.

June 11th.	
Malwa New	\$975 per picul.
Malwa Old	\$1005 "
Malwa Older	\$1030 "
Malwa V. Old	\$1070 "
Persian fine quality	\$800 "
Persian extra fine	\$850 "
Patna New	\$1125 per chest.
Patna Old	\$1085 "
Benares New	\$1085 "
Benares Old	\$1085 "

VESSELS EXPECTED.

THE AMERICAN MAIL.	
The T.K.K. str. <i>America</i> sailed from Yokohama, on the 7th inst. and is due to arrive at this port on the 16th inst.	
THE GERMAN MAIL.	
The I.G.M. str. <i>Prins Heinrich</i> left Kobe via Nagasaki and Shanghai on the 7th inst. p.m., and may be expected here on or about Tuesday, the 16th inst.	
The I.G.M. str. <i>Goeben</i> carrying the German Mails with dates from Berlin of the 18th inst., left Colombo on Saturday, the 8th inst. a.m., and may be expected here on or about Wednesday, the 17th inst.	
The I.G.M. str. <i>Prins Waldemar</i> left Sydney on Tuesday, the 2nd inst. at noon, and may be expected here on or about Wednesday, the 17th inst.	
THE INDIAN MAIL.	
The <i>Apar</i> str. <i>Arratoon</i> from Yokohama and Kobe, left Moji on the afternoon of the 8th inst., and may be expected here on or about the 14th inst.	
The <i>Apar</i> str. <i>Catherine</i> from Calcutta left Singapore on the afternoon of the 8th inst., and may be expected here on or about the 14th inst.	
The Indo-China str. <i>Namsang</i> left Calcutta for this port via the Straits on 3rd inst., and may be expected here on or about the 12th inst.	
The Indo-China str. <i>Kimsang</i> left Calcutta for this port via the Straits on 7th inst., and may be expected here on or about the 23rd inst.	
THE CANADIAN MAIL.	
The C.P.R. str. <i>Monteagle</i> left Vancouver B.C. for Hongkong via usual ports of call at p.m. on Thursday, the 26th inst.	
The C.P.R. str. <i>Empress of Japan</i> left Vancouver p.m. on Wednesday, the 3rd inst. via the usual ports of call.	
MERCHANT STEAMERS.	
The Austrian Lloyd's str. <i>Nippon</i> left Singapore for this port on the 8th inst., and is due here on the 14th inst.	
The J.C. str. <i>Lija</i> left Moji for Swatow on the 5th inst., and may be expected here on or about the 14th inst.	
The J.C. str. <i>Lija</i> left Moji for Amoy on the 8th inst., and may be expected here on or about the 16th inst.	
The Ben Line str. <i>Bowen</i> from Middlesbrough and London, left Singapore on 7th inst. for this port.	
The E. & A. str. <i>Empire</i> left Sydney on the 6th inst. for this port (via Queensland Ports & Manila).	
The str. <i>Indramayo</i> sailed from New York on the 12th inst., and is due here on or about Middle of July.	

STEAMERS PASSED THE CANAL.

May 23rd—*Albany*, *Antonia*, *Idomeneus*, *Semora*, *Boeira*, *Indrapura*, *Istria*, *Panama*, *Jason*, *Luthien*, *57th*, *Bertha*, *Sandia*, *50th*, *Calcedonia*, *Montgomery*, *Saxonia*, *Kazanchi*, *Maru*, *June 3rd*—*Nord*, *Elizabeth*, *Hickory*, *8th*—*Agamemnon*, *Australien*, *Indramayo*, *Lijia*, *Ningchow*, *Nubia*, *Queen Olga*, *10th*—*Benlarig*, *Glenhurst*, *Bussia*, *Colombo Maru*, *Prinz Ludwig*.

ARRIVAL AT HOME.

June 9th—*York*, *Inaba Maru*, *Pathan*, *10th*—*Pera*.

PASSENGERS.

Per *Choctaw*, from Bangkok, &c., Mr. Hammerley.
Per *Typhoon*, from Japan, Mr. and Mrs. Aiken, Messrs. Macfarlane, Miss Hannah Humphreys, Messrs. Tom Cox and Charles Pearce.
Per *Sardinia*, from London, for Hongkong, Mr. and Mrs. Taylor and child, Misses Rome and Lewington, Lieut. Simonds, Lieut. Ratsey, Lieut. Oliver, Lieut. Ridley, Surgeon Price, Messrs. Hagan, Wharist, Robertson, Patterson, A. Adams and S. E. C. Parsons, for Shanghai, Misses Cosher and Scott, Capt. Orickton, Messrs. W. O. Keels, J. Ball, Kigg, Sherris, Stewart, Mr. Stewart, W. Solway, Scott, Welch, Hatcher, Hilloh, Dordving, W. Spent, Thompson and Pugh; for Yokohama, Mr. King, and Miss Evans; from Singapore, for Shanghai, Mr. Brownlow and servant.

報新外中港香

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Documents translated from or into Chinese or Colloquial Chinese.

JOINT SHARES.

Hongkong, June 10th.

Company	Quotations.
Alhambra	200 Nominal.
Banks	
Hongkong & Shanghai	\$125 \$750.
National B.	26 \$51, buyers.
Bank of China	124 63 \$71, sellers.
China Bank	113 \$104.
China Light & Power	110 \$91, buyers.
China Petroleum	110 \$91, buyers.
Cotton Mills	
Yong Tat	114 50 Tls. 53.
Hongkong & Shanghai	110 \$101, buyers.
International	114 75 Tls. 63.
Laun Kung	114 75 Tls. 77.
Soyabean	114 200 Tls. 280.
Dairy Farm	114 191.
Docks and Wharves	
H. & K. Wharf & G.	150 \$52, sellers.
H. & W. Dock	150 \$105, sellers.
New Ancey Dock	150 \$84, buyers.
Shanghai Dock	110 Tls. 87, buyers.
S'hai & H. Wharf	110 Tls. 223.
Fenwick & Co., Geo.	125 \$13, sellers.
Green Island Cement	110 \$104, buyers.
Hongkong & C. Gas	210 \$175, 1 u.y., x.d.
Hongkong Electric	114 \$154, buyers.
Hongkong Hotel Co.	150 \$95, sellers.
Hongkong Ice Co.	125 \$22, buyers.
H. S. Milling Co., Ltd.	1100 Nominal.
Hongkong Rope Co.	110 \$25, day, ex. m.
Insurance	
Canton	150 \$235, sellers.
China	150 \$89, sales.
China Indemnity	125 \$91, buyers.
Hongkong Fire	150 \$815, buyers.
North China	25 Tls. 78, sellers.
Union	1100 \$795, sellers.
Yangtze	150 \$15, 1.
Land and Building	
Hongkong Land Inv.	1100 \$99, sellers.
Humphreys & Estate	110 \$10, buyers.
Kowloon Land & B.	150 \$25, buyers.
Shanghai Land	150 Tls. 118.
West Point Building	150 \$48.
Mining	
Chamagans	150 \$50, buyers.
Ranbs	1510 \$5, sellers.
Peak Tramways	110 \$14.
Philippine Co.	110 \$5, sellers.
Refineries	
China Sugar	1100 \$120, buyers.
London Sugar	1100 \$122.
Steamship Companies	
China and Manch.	125 \$15, sellers.
Shanghai Steamship	150 \$281, sellers.
H. Canton & M.	115 \$201, sales.
Indo-China S.N. Co.	25 (\$38, 124.
Shell Transport Co.	21 \$39.
Star Ferry	110 \$25, x.d., sellers.
Yong Tat	110 \$15, x.d., sellers.
South China M. Post.	125 \$25, buyers.
Steam Laundry Co.	15 \$5, sellers.
Stores & Dispensaries	
Campbell & Co.	110 \$15.
Powell & Co., Wm.	110 \$54.
Watkins	110 \$10, buyers.
Watson & Co., A. S.	110 \$94, x.d.
Weissmann, Ltd.	110 \$160.
United Alpacas	15 \$5, buyers.
De Fountains	110 \$105, buyers.
Union Waterboat Co.	110 \$104, buyers.

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1547

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CODE WORD: "DOCK."

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 723 feet.

Length on Blocks ... 714 "

Width of Entrance on Top ... 93 "

Width of Entrance on Bottom ... 83 "

Water on Blocks at Spring Tides ... 344 "

DOCK No. 1.

Extreme Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tides ...